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JANUARY'S THEME:

Into the New Millennium (A/E Community Partnering)

DWIGHT'S NOTES

The Corps relationship with the architect-engineering community has never been more important. We rely heavily on the private sector for professional planning, design and consulting services...to the tune of almost a billion dollars in fees per year. We could not deliver our programs to our customers without them.

We have a close partnership with the engineering community at all levels in the Corps. Our districts work intimately with individual firms, project by project. Our regions have groomed strong relationships with their counterparts in industry groups such as the American Consulting Engineer Council (ACEC), American Institute of Architects (AIA), and others. At headquarters we have struck long-term strategic alliances with key national level A/E organizations.

We don't always see eye to eye. Of late, the FAIR ACT has caused stress between the Corps and the private sector. The FAIR ACT requires all federal agencies to publish lists of in-house positions that are "contractible", meaning capable of being performed by the private sector (the opposite of inherently governmental). The initial FAIR ACT list published by the Department of Defense identifies a large number of Corps jobs (not by position, though) as contractible. The extent to which these jobs eventually end up in the private sector will be dictated as much by the soundness of our relationship with the A-E community as by any other force.

In general, the private sector values the talent in the Corps of Engineers. It makes us a good, dependable client. What is less clear to an A-E firm, though, is why that is so. The professional competency of the Corps has kept us in business for 225 years. It has allowed us to adapt to changing needs and public policy in our nation. It has sustained the programs, appropriations, and customers that deliver the projects that pay the fees of thousands of A-E firms. In-house talent is not an option in the Corps.

As you partner with the A-E community you need to help them understand this and have them help keep us whole...for their good. Share with them the extent to which we contract out professional services. Tell them why it is important to keep our professional staff viable by performing some challenging in-house work. Tell them in concrete terms. And be objective in how you staff your offices and what you contract out. Hoarding work in-house will lead to fewer jobs in the long run, not more.

DWIGHT'S NOTES (CONTINUED)

I echo Charlie Hess's comments herein. The A-E community is a vital part of the Corps team. Treat them so.

CHARLIE'S NOTES

Partnering in the Corps of Engineers started in Construction as a system to improve the working relationship between the contractor and the government and it worked well. The basic ideal behind the partnering was to change the project from your project to our project, where all parties play a sufficient role in the completion of a quality product. Partnering is also applicable to Engineering and Design. For years the Corps has use Architect-Engineers as third party contractors. This role has changed over the last several years as the Architect-Engineer has been recognized as a vital portion of the Corps team.

As we enter the new century, partnering will become more important. The political climate of the country is such that we are not going to go back to the 100% government engineered projects that were the norm during the early part of the 20th century. The alternative to partnering is fast becoming privatization. However, most individuals both inside and outside government recognize that there is a place for the "Government Engineer". Therefore, we must work to partner with the private sector to create an atmosphere where both the government and the private sector support one another and apply to strengths of both to the public good.

One of the areas where partnering will play major role is in the area of rehabilitation of the aging infrastructure. As dam owners the Corps and other Federal agencies are concerned with the aging dams and how to best extend the life of those dams. However, on the local scene the general public is concerned with aging schools, aging water systems, and other utilities. As the current Federal surplus is allocated to infrastructure projects, the Corps of Engineers with its partners in the Architect-Engineer community is in a unique position to provide engineering management for the infrastructure of the 21st century.

I encourage every member of our Engineering and Construction team to look for new ways to partner during the coming year.

(Editors' note: If you want to share your thoughts with our readers regarding Charlie's or Dwight's Notes send an email to the E&C News editor (charles.pearre@usace.army.mil). We'll publish a synopsis of your comments next time).

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Into the New Millennium

(A/E Community Partnering)

USACE AND ACEC: A WORLD CLASS PARTNERSHIP

The U.S. Army Corps of Engineers (USACE) and the American Consulting Engineers Council (ACEC) have chosen Year 2000 to reaffirm their national partnering agreement and their commitment to be world leaders in the engineering community. The formal Spring 2000 ratification will be an opportunity for both organizations to celebrate the continuing bond between the private engineering community and the USACE and to cooperate as they jointly develop innovative and technological solutions for public and private owners.

Since 1992, ACEC and USACE have used the partnering process to develop permanent lines of communication in order to resolve issues and identify solutions for the global infrastructure. The last seven years have led to the creation of working level groups at the national, district, regional and local level that have cemented the ACEC/USACE relationship. Issues have included: guidance on selection of architects and engineers; the use of best value and past performance; promotion of small, minority and women-owned businesses; and promoting the highest level of budgetary and policy support for the Corps' programs.

Year 2000 brings a number of challenges. The increased used of design-build, construction management and other project delivery methods requires close coordination between private consultants and owners as the lines between design, construction and management become

increasingly blurred. ACEC has joined with USACE in promoting industry education on the critical issues involved in innovative contracting.

New contract vehicles, such as IDIQ's and task orders, also provide new challenges in service delivery. ACEC joins USACE in a continuing commitment to promote small and minority business opportunities, along with insuring the selection of the most qualified consultants, as new contract vehicles are developed. Both organizations are committed to ensuring that taxpayers always receive the highest level of service.

The American engineering industry continues to be the envy of the world. As we increasingly become a global community, ACEC and USACE will also be global partners. Through a joint working relationship, USACE has already facilitated the opening of Asian markets to ACEC firms. We will continue to coordinate a global effort to promote the best practices and innovative skills of American firms in foreign markets.

Finally, ACEC and USACE will work together to complement the world-class specialization and project skills that USACE and ACEC member firms bring to the table. As owners look towards an ever increasing number of services, ranging from design and construction, to management, operations and maintenance, our two organizations are committed to lead the way in setting standards and identifying best practices for the whole engineering industry.

The changes and challenges that 2000 will bring to the engineering industry only underscore the importance of the USACE and ACEC bond. If you have any questions about the ACEC/USACE partnership agreement or opportunities at the local level to partner with ACEC, please contact Felix L. Martinez at ACEC at fmartinez@acec.org or Don Evick at USACE at donald.evick@usace.army.mil.

Felix L. Martinez, Director, Procurement and Federal Markets, American Consulting Engineers Council prepared this article.

POC: DON EVICK, CEMP-ED, 202-761-1203

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THE WASHINGTON POST SAME ANNUAL AWARDS

The Washington Post of the Society of American Military Engineers (SAME) in cooperation with its corporate sponsors presents annual awards for outstanding contributions to the engineering professions. The awards for 1999 will be presented at an annual awards luncheon on January 31, 2000. This year's winners are Mr. Robert A. Bank, General Engineering Branch, Engineering and Construction Division, Civil Works, and Mr. Bruce C. Riley, Structure, Power, and Machinery Branch, Engineering and Construction Division, Civil Works.

Mr. Bank is being recognized for his work as Program Manager of the National Inventory of Dams (NID) Program. For the 1999 NID, significant changes were made to improve data accuracy, and take advantage of emerging computer technology. In the development process, Mr. Bank's exceptional leadership skills led to an extremely successful renewed partnership with other Federal agencies, the States, and the Association of State Dam Safety Officials, to develop an improved update process that fit the needs of all the stakeholders. Most significant from a technical standpoint, the new NID was developed integrating software to allow the data to be processed or viewed without external programs or extensive computer knowledge.

Mr. Riley is being recognized for his management of the Innovations for Navigation Projects Research and Development Program as well as his efforts to promote the innovative design and construction initiatives at the field level. This was also the subject of an article Mr. Riley and Mr. Carl Enson had published in the August-September issue of The Military Engineer.

POC: CHARLES PEARRE, CECW-EP, 202-761-4531

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District of the Month

ROCK ISLAND DISTRICT

The Rock Island District is a leader in leveraging the use of technology and remains on the cutting edge of applying computer aided design and drafting (CADD), geographic information system (GIS) technology, satellite communications and data collection, and the development of spatial data in accomplishing their day-to-day civil works mission in the America's Upper Midwest. The District's mission includes maintaining the second longest river channel and the second largest number of locks of any district in the nation.

One of six districts of the Mississippi Valley Division, the Rock Island District administers federal water resource programs in a 78,000-square mile area that includes the eastern two-thirds of Iowa, the northern half of Illinois, and corners of Minnesota, Missouri, and Wisconsin. Their missions include navigation, environmental restoration, flood damage reduction, regulatory functions, recreation, federal real estate management, mobilization for both natural disaster response and national defense, and emergency operations.

The District employs an average of 950 people with a fiscal year 2000 budget of nearly \$162 million. Roughly 400 employees work in the historic Clock Tower headquarters located on Rock Island Arsenal, and the other 550 work at their 26 separate field sites. The District maintains 314 miles of 9-foot navigation channel on the Mississippi River and 268 miles of channel on the Illinois Waterway. They operate and maintain twelve main locks, two auxiliary locks, and eleven dams on the Upper Mississippi River; and eight locks and seven dams on the Illinois Waterway. The District's structural maintenance crew performs operations maintenance on all 37 Illinois and Mississippi River lock and dam sites under the jurisdiction of Rock Island, St. Louis and St. Paul districts.

Rock Island District has constructed more than 80 flood damage reduction projects and more than 546 combined miles of levees and concrete floodwalls along its reaches of the Mississippi and Illinois rivers and their tributaries. They built, operate and maintain three flood control reservoirs in Iowa -- Red Rock, Coralville, and Saylorville, two flood retarding reservoirs in Illinois, numerous flood protection projects, and 54 recreation and/or visitor sites and recreational boat harbors on the Upper Mississippi River and Illinois Waterway. Their recreation sites annually host more visitors than Yellowstone National Park and the District is the largest provider of public recreation facilities in the state of Iowa.

The District manages 196,000 acres of federal land within its boundaries which includes managing more than 50,000 acres of forested land; the second largest forested resource within the Corps and the oldest forest management program, dating back to 1941. They regulate and manage 584 cottage and residential leases on federal land along the Mississippi River and currently assist the Omaha and

Louisville districts with mobilization preparedness, and will assume the military construction mission for these installations when required under national mobilization.

Although their missions are wide and varied, the Rock Island District is working hard to rebuild and maintain the country's Midwest infrastructure and prepare it for the new millennium. Be it concrete, metal, mud or water, their major rehabilitation and environmental management programs are doing wonders for transportation and wildlife in America's heartland. The District's responsibilities and workload have excelled in both categories for many years, and all indications are these programs will continue to grow into the future.

To keep the Mississippi and Illinois rivers open and commodities moving to consumers, the District's maintenance crews are keeping the locks and dams up and running for commercial and recreational users. They routinely inspect, repair, and maintain all of the district's locks and dams and provide their expertise and maintenance support to the St. Paul and St. Louis districts.

Although, the maintenance crews work diligently to ensure locks and dams operate around the clock, each year millions of tons of commerce are barged up and down the river system causing continual wear and tear. Consequently, the locks are in need of repairs and modernization to reduce or eliminate breakdowns, barge delays, and loss of revenue to commercial shippers.

To address these problems, and maintain the viability of the locks and dams in the Rock Island District, the district began a major rehabilitation program nearly 25 years ago to replace; deteriorating concrete, lock gates, and mechanical and electrical equipment.

The Rock Island District began rehabilitation of the Illinois Waterway locks and dams in the 1970s and successfully completed final rehabilitation efforts in 1995, when the district closed four locks simultaneously for repairs.

The District has been rehabilitating the Mississippi River locks and dams since the 1980s and has recently completed major rehabilitation of locks and dams 13 and 15. The district is in the midst of a major rehabilitation project at Lock and Dam 14, which it plans to complete in Fiscal Year 2000.

Major Rehabilitation and Major Maintenance of Lock & Dam 14 was initiated in 1996, and consists of two stages. Stage I, lock work involved the rehabilitation of the navigation lock, replacing the lock machinery and overall site electrical systems. The Stage I contract was awarded December 9, 1996, for \$12,000,000. Stage 1 lock work was completed in May 1999. The lock closure and dewatering (emptying of the lock chamber) took place December 1997 through February 1998 during the normal winter closure period. The lock reopened to traffic on March 6, 1998.

Stage II, dam work involves the rehabilitation of the navigation dam. Major work items include the replacement of tainter gate chains, repair of roller gate chains, and removal and replacement of deteriorated concrete on the dam piers. Stage II is scheduled for completion in August 2000. The completion date for the dam rehabilitation and the overall project is May 2001.

The auxiliary lock at this location, constructed in 1922 under a previous project, was rehabilitated for the passage of small recreational craft and for use as a dry dock. Rehabilitation was initiated in FY78 and completed in FY81.

Locks and dams 11 and 12 are also scheduled for rehabilitation into the new millennium.

The Lock & Dam 12 major rehabilitation project is a new start for Fiscal Year 2000. Significant features of the lock rehabilitation portion of the project include resurfacing of concrete in the lock chamber and dam piers, replacement of operating machinery and the electrical system, and installation of a bubbler system in the lock chamber. The main feature of the dam rehabilitation will be the replacement of roller and tainter gate chain hoisting equipment and dam scour protection.

Major rehabilitation at Lock and Dam 12 started in October 1999. The work will be done in three stages and is scheduled to be completed by December 2003.

The district expects to begin major rehabilitation of Lock and Dam 11 in February 2001. The work will be done in three stages and is scheduled to be completed by December 2005.

Significant features of the work to be completed include miter gate electrical systems replacement, miter gate and tainter valve machinery replacement, miter gate anchorage bar replacement, culvert valve rehabilitation, dam tainter gate chain replacement, and additional scour protection above and below the dam.

The estimated federal cost of this project will be \$24.2 million and total cost of the project is cost-shared 50/50 with the Inland Waterways Trust Fund.

Throughout the lock and dam rehabilitation work, the Rock Island District has kept Mississippi River traffic flowing unhindered up and down the river. Although rehabilitation to the existing locks and dams is important, it is also important for the District to look to the future of the navigation system. Doing so, they must explore new and innovative ways to meet the navigational, environmental, and recreational needs of the Upper Mississippi and Illinois rivers.

The answer to the future needs of the river systems lies in the District's Upper Mississippi River-Illinois Waterway System Navigation Study. The seven-year, \$55.6 million study (ending December 2000) is investigating the feasibility of navigation improvements on these river systems for the planning period of years 2000 to 2050.

The study area includes 854 miles of the Upper Mississippi River, with 29 locks and dams, between Minneapolis - St. Paul and the mouth of the Ohio River; and, 348 miles of the Illinois Waterway, with eight locks and dams, that connect the city of Chicago and the Great Lakes with the Mississippi River just upstream of the Melvin Price Lock and Dam at St. Louis. The study area lies within portions of Illinois, Iowa, Minnesota, Missouri, and Wisconsin.

The river systems' principle problem is delays to commercial navigation traffic due to limited lockage capacity and increasing traffic. The reconnaissance studies completed for the UMR and IWW identified several locks with some of the country's highest average delays to commercial tows. These delays continue to increase with traffic growth.

Built in the 1930s, the navigation system was designed to accommodate 600-foot-long tows. Lock chambers 1,200-feet in length are present at Locks 19, 26, and 27. Today, with tows routinely reaching 1,200 feet in length, double-lockages are the norm. This double-lockage procedure takes more time and results in higher costs to shippers and consumers. Looking into the future, there is

potential for significant traffic delays on the Upper Mississippi River and Illinois Waterway Navigation system within the 50-year planning horizon, resulting in economic losses to the nation.

The feasibility phase of the study began in April 1993, and is scheduled for completion in December 2000. While the Rock Island District is leading the study efforts, the St. Louis, St. Paul, and New Orleans districts of the Mississippi Valley Division are playing a significant role in the completion of the feasibility study.

The study team is formulating, evaluating and comparing various alternative plans to address the needs of the river systems in the 21st Century. Those needs are not only for commercial navigation. The Study team is spending nearly \$24 million to address the needs of the environment and the impact-increased navigation may have on it.

Although numerous small and large-scale measures were identified early in the study, the remaining feasible measures include 1,200-foot long lock chambers, extending the existing guidewalls to 1,200-feet in length with powered levels, and mooring facilities. These measures are combined at different lock locations to give an array of alternative plans to evaluate and compare. The alternative plans will be evaluated in consideration of completeness, effectiveness, efficiency, acceptability, and cost.

To assist in the coordination of study efforts with state, local and special interest groups, five committees were established in the first year of the study. The Governors' Liaison, Navigation Environmental, Engineering, Economics, and Public Involvement coordinating committees were established to facilitate open and responsive communication throughout the study process.

Each committee contains state representatives from the five states impacted by the study. The committee meetings are open to the public and are announced in the study newsletters and via the study's toll free telephone number (800) 872-8822. Information on the study can also be accessed through the Navigation Study home page at: http://www.mvr.usace.army.mil/pdw/nav_study.htm

Through lock and dam rehabilitation and the Navigation Study, the Rock Island District has, and will continue to, meet the navigation needs of the Upper Mississippi and Illinois rivers. And, although successful navigation of the river system is key to transporting millions of tons of cargo per year, the District is not compromising its commitment to the significant environment sustaining the system.

In 1986, Congress affirmed its commitment to the environment in Public Law 99-662, Upper Mississippi River Management Act. They noted, "To ensure the coordinated development and enhancement of the Upper Mississippi River system, it is hereby declared to be the intent of Congress to recognize that system as a nationally significant ecosystem and a nationally significant commercial navigation system. Congress further recognizes that the system provides a diversity of opportunities and experiences. The system shall be administered and regulated in recognition of its several purposes."

The multi-million dollar Program, authorized by the Water Resources Development Act of 1986 and extended through the year 2002 by WRDA 1990, was established to plan, design and build a variety of environmental enhancement projects. These projects restore spawning and feeding habitats of fish and wildlife in backwaters and side channels of the upper Mississippi and Illinois rivers. The Program has

come to be recognized as the single most important effort committed to ensuring the viability and vitality of the Upper Mississippi River System.

This systemic program provides a well-balanced combination of monitoring, research, and habitat restoration activities.

The Upper Mississippi River System is composed of the Upper Mississippi River between the Twin Cities, Minnesota and the mouth of the Ohio River, the Illinois Waterway, and small portions of tributaries that have commercial navigation channels. The Environmental Management Program includes three programs to address the rivers' environmental needs: wildlife habitat rehabilitation and enhancement, long-term resource monitoring, and a computerized inventory and analysis system.

Program accomplishments to date include the completion of 24 habitat restoration projects resulting in the direct physical restoration of more than 28,000 acres of riverine and floodplain habitats. An additional 40,000 acres will be restored upon completion of 14 projects currently being constructed. Twelve more projects in various stages of design will add another 29,000 acres of restored habitat when implemented.

An important and effective feature of this Program involves the long-term monitoring of the river system. Six field stations staffed by state biologists conduct this monitoring. The long-term monitoring aspect of the program is managed by the Corps of Engineers and implemented by the U.S. Geological Survey.

The Program includes the collection of millions of data samples (primarily fish, water quality, vegetation, and invertebrates) critical to carrying out the applied research that is leading to enhanced understanding of the dynamics of large floodplain rivers and successful multi-purpose resource management. Additionally, it includes the development of extensive digital databases, mapping products, and the establishment of an information clearinghouse through which river data and information can be universally accessed.

Rock Island District, working with the St. Paul and St. Louis districts to implement the Environmental Management Program, has set a partnership of unparalleled dimensions between a multitude of federal and state agencies, non-governmental organizations, and the general public. All have come together to meet the challenging environmental needs of the river system.

The most recent enhancement project, Princeton Wildlife Management Area, significantly improves an environment important to animals such as wetland species, waterfowl, and other migratory birds. This portion of the refuge is part of the Upper Mississippi River Flyway, a major migration route for waterfowl and other migratory birds.

Features of the Princeton Wildlife Management Area include excavating approximately 24 inches of soil in three areas to create additional shallow-water ponding areas and marshlands. The excavated material was used to restore the existing perimeter levee and to construct a low-level cross dike. The cross dike subdivided the area into two cells that can be independently managed. Water control structures, one 36-inch gateway and three stop-log structures, were constructed and the existing 16,000 gallons per minute pump was relocated to the cross dike to greatly enhance water-level management capabilities. Mast (nut producing) trees were planted in selected areas to provide important food resources and habitat diversity.

The enhancements are expected to benefit wildlife for years to come.

POC: JOSEPH RAOUL, CEMVR-ED, 309-974-5226

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Update

ARCHITECT-ENGINEER RESPONSIBILITY MANAGEMENT PROGRAM (AERMP)

We have received and analyzed the FY99 AERMP reports from all MSCs and Centers, which are required by Chapter 7 of EP 715-1-7, Architect-Engineer Contracting. The following observations are made:

- The total amount of A-E liability settlements received in FY99 was \$3,911,00, the most ever recovered by USACE in a year. About 84% of this total was in the Northwestern Division, which included one settlement of \$1,820,000. These recovered funds were reinstated to the projects if still active or to the customers' appropriations if still open.
- The final liability settlements negotiated with the A-E firms were about 36% of the original computed damages. This recovery ratio is somewhat below the average recovery of about 48% for FY93 through FY98, but may be understandable in light of the very large damage amounts involved.
- A few districts are still not reporting investigation and recovery (I&R) costs as required by EP 715-1-7. I&R costs are part of the total assessable damages and must be documented. Based on the data received from 9 districts on settled cases in FY99, about 4.7 cents in I&R effort was spent for each dollar of A-E damages (excluding I&R costs) pursued. This is a very effective use of funds. This is the same ratio reported in FY98.
- The backlog of liability cases (and associated dollars) carried over into FY00 (208 cases totaling \$16,400,000) is significantly less than carried over into FY99 (265 cases totaling \$21,873,000). This is an encouraging trend, since we have an important responsibility to our customers to pursue A-E liability cases in a very timely manner.
- A few districts are reporting all design deficiency modifications as A-E liability cases. An A-E liability case is only established if all three of the following conditions are present and pursuing recovery is advantageous to the Government:
 1. The A-E firm made an error or omission.
 2. The error or omission resulted from the firm's negligence or breach of contract. (Negligence is the failure to meet the standard of reasonable care, skill and diligence that one in the A-E profession would ordinarily exercise under similar circumstances. Not all errors or omissions are negligence.)
 3. The Government suffered damages as a result of the error or omission.

Based on the FY99 reports and the above summary, MSC's and districts seem to be very aware of the requirements of the AERMP and are investigating and pursuing A-E liability in a conscientious and efficient manner. We encourage you to continue this effort. The FY00 MSC AERMP reports are due

to CEMP-EC by 30 November 2000. Districts are required to report quarterly to their MSC on the progress of each case.

POC: DON EVICK, CEMP-EC, 202-761-1053

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SOO LOCKS RECEIVES ASCE AWARD

The Michigan section of the American Society of Civil Engineers named Michigan's Top 10 Engineering Projects of the Century at a ceremony in Lansing on December 14, 1999. The Soo Locks was honored as the number 2 civil engineering project of the century in the state of Michigan. The Corps of Engineers project, which connects Lake Superior and Lake Huron, was surpassed only by the Mackinaw Bridge, which provides a highway connection between the upper and lower peninsulas of Michigan.

We can all take pride in the recognition given to the Detroit District and the Corps of Engineers for this award. In the summer a bronze plaque will be dedicated at the Locks to commemorate this award.

POC: MAJ SCOTT JACKSON, CELRE-DDE, 313-226-6573

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(Editor's note: If you know of other similar awards received by Corps of Engineers projects recently, please share them with our readers. The information can be sent by email to the E&C News editor at charles.pearre@usace.army.mil.)

GABION TEST UPDATE

This is a follow up on the article on gabions in the July 1999 issue of the Engineering and Construction News. While several problems were found during the last test, the engineers concluded that both revetments appeared to be in good shape although there was some damage that had been caused to both the twisted and the welded gabions by a contractor's dredge pipe. The damage caused by the dredging contractors was actually beneficial since it made it possible to see the failure mechanisms of both types of mesh in a real world situation in a moderate to heavy traffic area. It also showed that the welded shear strength was comparable to the pulled wire mesh strength of the twisted wire gabions.

Some specific items noted are listed below.

1. On the twisted wire gabions the PVC coating on the gabion mesh was tight and appeared brittle, but intact for most of the exposed portions of the mesh. However, dimpling and abrasion of the PVC coating was frequently noted at the location of the "twists" in the mesh. This appears to be more common than in the previous inspection.
2. On the twisted wire gabions the surfaces of wire that are exposed within the tidal zone were completely corroded. However, the occurrence of exposed wires is not more than that noted during the previous inspection.
3. The stainless steel fastener clips used to secure the rollout lids to the twisted wire slope baskets along the test section are minimally corroded and are holding up well to the elements. However, the area on the slope baskets in the wave zone that were clipped were noted to have more quantity of displaced stone when compared to an adjacent section of slope basket that was laced to the roll out lid.
4. The end treatment of the welded wire gabion baskets at station 0+720 the slope basket has an area approximately 3' x 1½' which is missing gabion rock. The resultant depression is about 12" deep.

There are no apparent holes in the mesh in this area; it is possible that the stones in this area were too small in size; this deficiency was not noted in previous inspections.

5. Rust was frequently noted at the knots of the lacing wire with the welded wire gabion basket mesh in the tidal zone. This is probably because the PVC coating on either the lacing wire or the mesh is inferior in some way. Most likely it is the lacing wire since there are frequent areas where the PVC is slit on the lacing wire, also in the tidal zone. This problem with the lacing wire is not found on the twisted mesh section. The specification called for the same properties for the lacing wire for both types of gabions.

6. At locations where the welded wire basket lid mesh is deformed upwards, the PVC coating is split in numerous locations. This was noted frequently along the length of the slope baskets in the tidal zone; however, this occurred less frequently above the tidal zone.

7. There was one area of slope baskets located approximately at station 0+450 where the slope basket lid had a pre-manufactured splice to connect two pieces of lid. The splice consists of thickened PVC sections at 1-foot spacing. There was rust evident at the joints of these PVC splices along the portion in the tidal zone, even though the PVC appeared intact. These splices are not defined in the gabion submittal, and do not appear to be watertight. Recommend including a line in the specification stating that splices in roll out lids or other parts of the baskets are unacceptable.

POC: GIZELLE GEISSELE, CENAP-EN-DC, 215-656-6655

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PANAMA CANAL LOCKS MODERNIZATION PROGRAM

Members of CECW-ET recently visited the Panama Canal to observe the work being done to upgrade and modernize the operation and maintenance of the locks. The Panama Canal Commission, now known as the Panama Canal Authority (PCA) is implementing this program to improve safety, reliability and reduce operating and maintenance costs. The work includes converting the gates and valves operating machinery to a hydraulic system and upgrading the control system. The PCA has also implemented an innovative maintenance program that changed long established maintenance processes, organization and culture. The following provides a brief description of the ongoing work and of some preliminary results already realized.

Technological Advancements: For the past 85 years the operating machinery for the miter gates, and the rising stem and cylindrical valves consisted of electric motors, enclosed speed reducers, bull gears, sector arms, struts, stems and screws. This machinery was ingenious and served the locks very well, but increasing failures, difficulty getting spare or replacement parts and extended delivery times convinced management to invest in current state of the art gate and valve operating machinery. The replacement design for the miter gate operating machinery consists of a gimbal mounted hydraulic cylinder that is directly connected to the gate. A hydraulic power unit provides power and control to the hydraulic cylinder. The replacement machinery for both the rising stem valves, that control the filling and emptying of the lock chambers and the cylindrical valves that control water flow to the left or right chambers will also be direct connected hydraulic cylinders. The piston rods for all the hydraulic cylinders are ceramic coated. The ceramic coating protects the rods from corrosion and allows the installation of a gate and valve position sensing system. The locks at Pedro Miguel are the furthest along in this conversion process with the new systems installed on all the redundant gates. It was the intention of the PCA to maintain the original system on the primary gates until the new system demonstrated reliability. This plan came to an abrupt end when, unfortunately or fortunately for the

people promoting the new system, a ship hit the downstream gate leaf. This required the use of the redundant gates and the new hydraulic operating system.

The control system upgrade will bring the operation of the locks into the 21st century. Similar to the gate and valve operating machinery, the control system is early 1900's technology. Although now outdated, it was revolutionary for its time. The new system will be a centralized computer control system. It will provide 3 options to the operators for lock control, fully automated, semi-automated or manual mode. The new system will reduce control circuit failures, delays created by the inability to obtain replacement parts, unauthorized or incorrect operations and operator's errors. It will also provide the ability to monitor the condition of machinery, reconstruct an operational event and build a data bank of statistics or performance measures to aid in the decision making process. The research that was done to develop this system included investigating the computerized control systems at Corps locks as well as European locks, consulting with equipment manufacturers and developing innovative ideas in-house. Some of the design features of the new system include: system redundancy, component failure detection, fiber optic communications, ability to limit machinery operation to appropriate tolerances, detection of environmental hazards, easily maintained and serviced equipment and the ability to simulate emergencies for training purposes.

Investing to Minimize Maintenance. The designers of the new system paid special attention to selecting materials and components that require little or no maintenance. They also were concerned about reducing the time and effort needed to troubleshoot a problem. The following are a few examples of the efforts made to achieve these goals. Gate and valve machinery was selected to reduce the number of components. Water level sensors use microwaves instead of floats and counterweights. The designers used composite materials to minimize or eliminate corrosion and as mentioned before the piston rods are ceramic coated. Equipment is monitored to best predict when to perform maintenance or component replacement. The system can also detect a malfunction and automatically reconfigure itself to correct it. Problems can be monitored and analyzed to identify trends, to determine solutions and to better predict a failure or an outage.

They have also re-engineered the maintenance function of the locks. It's referred to as a results-oriented approach that was developed based on a Swedish model. They changed how they traditionally thought about maintenance. Maintenance is now considered an investment, not a cost that strives to increase or improve production, efficiency and quality. Both the maintenance process and the organization were changed. They use a team approach where a maintenance crew would consist of a variety of crafts. They also provide cross training among trades. As a result, maintenance scheduling, coordination of critical resources and oversight were improved and a sense of ownership was developed. The program has been in place for about 3 years and so far the results show increased availability, less lockage delays due to equipment breakdown and fewer service calls.

The magnitude of the program to convert to a hydraulic operating system and to upgrade the control system is impressive. There are a total of 120 cylindrical valve systems, 116 rising stem valve systems and 80 miter gates. It's a multi-year, multi-million dollar program that will be completed in about 6 years at an estimated cost of \$83 million. The benefits of the program are projected to be smoother operation of the gates and valves, increased safety and reliability, reduced lockage time, more efficient use of workforce, ability to predict and better schedule maintenance and downtime, better system control and the ability to automatically acquire and log operational data.

Collaborative Effort: The Corps and the PCA have been involved in a collaborative effort dealing with lock automation that will be beneficial to both. The Corps has automated lock operations at a number of facilities. There are still opportunities where the Corps can take advantage of this type of technology. Condition monitoring, predictive maintenance, and data acquisition are relatively new concepts to the navigation lock industry in the U.S. Headquarters is sponsoring research to investigate existing programs in Europe and the Panama Canal and to conduct demonstration projects at Corps locks to determine the cost effectiveness of those systems and to make recommendations to the field. A series of research reports will be published that will provide engineering guidance to field offices that are considering automating lock operations. The locks at the Panama Canal have implemented a very aggressive and forward-looking program that has already started to demonstrate benefits and should continue to return benefits into the future.

POC: DAN CASAPULLA, CECW-ET, 202-761-4535

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Dam Safety

ICODS TECHNICAL SEMINAR NO.7, SPILLWAY GATES – AN IMPORTANT ASPECT OF DAM SAFETY

The Interagency Committee on Dams (ICODS), which consists of representatives from 10 Federal departments and agencies, is pleased to present its Technical Seminar #7 - Spillway Gates-An Important Aspect of Dam Safety. The seminar will be February 23-25, 2000 at the Emergency Management Institute, National Emergency Training Center in Emmitsburg, Maryland.

A detailed article on the seminar was included in the December 1999 issue of the E&C News. The agenda for the seminar has been released and includes sessions for both engineering and operations and maintenance personnel. All districts are encouraged to take part in this training which is tuition free. Additional information on the seminar is available at <http://www.fema.gov/emi/dsts.html>.

To register for the seminar, complete the General Admissions Application Short form (75-5a), available on the Internet, and return it to the Admissions Office. The registration form may be faxed to 301-447-1441 or mailed to National Emergency Training Center, Admissions Office, 16825 South Seton Avenue, Emmitsburg, Maryland 21727.

For More Information Contact: Mr. Joe Bills, Seminar Coordinator, 301-447-1356; FAX: 301-447-1598; email: joe.bills@fema.gov.

POC: ROBERT BANK, CECW-EP, 202-761-1660

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COMPACT DISC VERSION OF NATIONAL INVENTORY OF DAMS

The U.S. Army Corps of Engineers has decided to license MapObjects for a new application to be published on compact disc along with the National Inventory of Dams. The MapObjects application will provide software tools for the easy display and analysis of the database and the limited number of CDs will be distributed free of charge to both the government and the public. The application follows a similar product, based on ArcView Data Publisher software, which displays Corps of Engineers projects.

MapObjects is geographic information system (GIS) software designed to allow maps to be displayed and analyzed from the location data in a database. It consists of a collection of software modules that

can be either embedded in software written in other languages or stand-alone. This particular application is stand-alone.

The application opens with a display of dams across the entire United States. From there, the user can zoom in and query individual dams (which are represented by dots on the map) or construct queries that display the dams that meet specified criteria (such as the dams in Southern California that are more than 100 feet high). The National Inventory of Dams consists of more than 40 megabytes of data about 76,000 dams throughout the country, and the data maintained for each dam includes name, latitude, longitude, height, hazard classification, and intended use, among other things.

The National Inventory of Dams was originally commissioned by Congress in 1972 and consisted of 49,329 dams. Subsequent updates by the U.S. Army Corps of Engineers in 1980, and in partnership with the Federal Emergency Management Agency in 1992, 1994, and 1996 have verified existing data, added missing data, expanded the criteria to include structures under 25 feet in height, and implemented electronic methods for data collection and publication. The current update, performed solely by the U.S. Army Corps of Engineers, includes the MapObjects GIS interface.

Federal agencies, states, local governments, industry and others use the National Inventory of Dams for dam maintenance, emergency management, and research, and the Inventory is available to various users. "Our objective is to provide information to the public and government agencies that need this information. In addition, [the database] gives Congress and dam safety officials a better way to answer questions related to dams, such as funds allocation," says Tony Niles of the U.S. Army Corps of Engineers Engineer Research and Development Center. The database supports fund allocation decisions at the federal level by providing information for assessing the safety of the dams in the various states.

In addition to using the database itself, Congress has authorized the distribution of the data free to the public, and the compact disc containing the database and application is expected to reach 2,500 people the first year it is distributed. "Government plays a leading role in providing the public with valuable information, and in providing this GIS application as well, the U.S. Army Corps of Engineers is providing the public with an important new information tool," says Jack Dangermond, president of ESRI. "Providing both the information and easy-to-use viewing and querying capabilities in one place will allow users to get the information they need to make decisions quickly and easily."

The application was introduced at the 1999 Association of State Dam Safety Officials Conference, which was attended by most state dam safety officials. "We received very positive feedback from our initial rollout," says Niles. Before GIS tools began to be provided, the dam information was maintained in tabular format using generic database software, and although users were able to view the information they needed, the interface was not graphical and somewhat cumbersome to work with. According to U.S. Army Corps of Engineer officials, GIS provided a more intuitive method for interfacing with the database information and also provided effective query tools for extracting the information needed by the user.

The compact disc containing the database and the application can be acquired from the U.S. Army Corps of Engineers.

POC: ROBERT BANK, CECW-EP, 202-761-1660

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CALL FOR ABSTRACTS FOR DAM SAFETY 2000

ASDSO invites all persons interested in safety of dams to submit abstracts of papers to be considered for presentation at the ASDSO 17th Annual Conference. The Conference will be held September 26-29, 2000 at the Westin Hotel, Providence, Rhode Island. Engineers, geologists, hydrologists, dam owners, state, local, and federal officials, industry representatives and others working in the field of dam safety are invited to share their experiences in all aspects of dam safety. Conference presentations are scheduled for 30 minutes each. Authors may choose from, but are not limited to the following general subject areas: (Specific topics are suggested for guidance only).

- Hydrology & Hydraulics -- Such as risk analysis/assessment, paleohydrology, PMF/PMP, overtopping, and spillways.
- Geotechnical Issues -- Such as grouting, rock anchors, liquefaction, slope stability analysis/design, seismic issues, seepage, and instrumentation/monitoring.
- Emergency Preparedness -- Such as flood warning systems, EAP's, dambreak applications, and disaster mitigation.
- Dam Design & Rehabilitation -- Such as case studies in rehabilitation, (small dams case studies needed, including lessons learned), underwater operations, RCC, spillways, and instrumentation/monitoring.
- Dam Inspections -- Such as outlet works, radial gates, dam owner experiences and solutions, and inspection techniques.
- Removal of Dams -- Such as dam breach issues, innovative engineering and construction techniques, and environmental issues.
- Dam Safety Regulatory Programs -- State programs, federal programs, public relations, programs in other countries.
- Dam Owner Issues -- Lake management, environmental issues, shoreline erosion, remote operations, public awareness, and public safety at dams.
- Dam Construction -- Such as environmental issues, contractor experiences, spillways, instrumentation/monitoring, and general case studies.
- General Information/Multi-Category -- Such topics as computer applications, current technical research, and model testing.

Abstracts, one-page, single-spaced, must be submitted to ASDSO prior to the established deadline of March 1, 2000. Biographical sketches of all authors, maximum one-page, single-spaced, in paragraph form, must also accompany abstracts. No resumes will be accepted. Full mailing address and telephone numbers must be included with each biographical sketch. An application form should be attached to each abstract. The form is available for download at <http://www.damsafety.org>.

The Dam Safety 2000 Program Committee will review all submittals. The Board of Directors approves abstracts for inclusion in the conference program upon recommendation by the Program Committee. Announcements of selected papers will be made on April 23, 2000.

Full papers will be required for publication in the conference proceedings. Papers (limit 12 pages in length including photos and graphics) will be due on July 15, 2000. Further instructions for speaker preparation will be provided upon notification of a paper's acceptance.

Corps Engineering and Construction personnel who work with Dam Safety are encouraged to submit abstracts and papers for Dam Safety 2000.

POC: CHARLES PEARRE, CECW-EP, 202-761-4531

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NATIONAL INVENTORY OF DAMS UPDATE

A quarterly NID data update was posted <http://crunch.tec.army.mil/nid/webpages/nidwelcome.cfm> in late December. The database now includes updates provided by the states after completion of the initial inventory last summer. If you use the NID CD-ROM, downloads are available on the website to update your database (new NID database for end of 1999) and enhance your search capabilities (fix 1.001). The next data update is scheduled for March 2000.

POC: BOB BANK, CECW-EP, 202-761-1660

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DAM SAFETY RETIREMENT

Larry Brockman, Great Lakes and Ohio River Division Dam Safety Coordinator retired on 1 January 2000, after almost 41 years of Federal service. His 34-year Corps career included assignments in the Omaha, Louisville, and Huntington Districts, the former Ohio River Division, and the Great Lakes and Ohio River Division. Larry was a strong advocate of dam safety, and very active in the dam safety community. His day-to-day involvement will be sorely missed by all who know him. We wish him all the best in his future endeavors.

POC: BOB BANK, CECW-EP, 202-761-1660

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Information

SPECIFICATIONS CONFERENCE

A Specifications Conference is scheduled for 29 February and 1 March 2000 in San Antonio, TX and a lot of changes have occurred since the last conference in 1994. The primary specification engineer from each district should plan to attend or send an alternate. Details on the conference have been mailed to all Corps offices. If you need information contact your MSC Committee representation or visit the TECHINFO web site.

POC: CHARLIE BALDI, CECW-EP, 202-761-8894

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SPECSINTACT INTERNET SITE

The SPECSINTACT web site (<http://si.ksc.nasa.gov/specsintact/>) has been redesigned and has some added new features.

The SPECSINTACT web site is back online with a new face and some new features. The site works best with Microsoft Internet Explorer 4.0 and above or Netscape 4.0 and above. If you encounter any problems with the new site, please email Cheryl L. Mansfield, Kennedy Space Center, Florida, at Cheryl.Mansfield@ksc.nasa.gov or telephone her at (407) 867-8685.

What about the new SPECSINTACT web site?

Has the same familiar organization -- with the software, masters, news and support pages as your major jumping off points. In addition, there is a site map and site search pages.

The site map shows the basic organization of the site -- what information is on major pages and some links they provide. Of course clicking on a link moves directly from the site map.

The site search page allows a word search of the entire web site. This helps finding information quickly. The search page also provides tips on how to conduct a word search. Many other pages in the site also provide search boxes. Whether using the search page or a search box on another page, the results always appear at the bottom of the page you search from.

Release notes - There is an index page for release notes (formerly called Changes) for each version of SPECSINTACT. These correspond to the "Read Me" provided with each release.

Tech notes - There is also an index page for tech notes, providing special information from the technical support staff (the most recent regarding the changes in Submittals).

FAQ -- the Frequently Asked Questions also has an own index page, which with the release of the 3.0 software will be indexed by versions.

See a preview of the new SPECSINTACT 3.0 (due for release early this year) by clicking the preview button on the home page. On January 26-28, 2000 at the Kennedy Space Center users will extensively test the new SPECSINTACT software. Testers will have the opportunity to help correct deficiencies in software functions important to them and have the opportunity to influence the direction of future improvements. Testers will be familiar with the use of the SPECSINTACT software, test actual SPECSINTACT work to be completed during the testing period.

When downloading NASA Masters, there are additional separate pages to download the entire Master, or download entire Divisions (eliminating the need to view the whole page with individual Sections).

This is a brief introduction to the new web site. Please browse the site and let Cheryl L. Mansfield (at Cheryl.Mansfield@ksc.nasa.gov or (407) 867-8685) know what you think.

POC: CHARLIE BALDI, CECW-EP, 202-761-8894

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REVIEW OF REVISED GUIDE SPECIFICATIONS

The Engineering Research and Development Center, Construction Laboratory, has completed work on three draft guide specifications for lock controls. The specifications are CEGS 16900 - Instrumentation and Control; CEGS 16910 - Programmable Logic Controllers; and CEGS 16920 - Industrial Personal Computers. Copies of the drafts available at <http://www.cecer.army.mil/conmat>.

Specification engineers are encouraged to review these drafts and furnished review comments by email to Dr. Ashok Kumar at ashok.kumar@cer02.usace.army.mil.

POC: CHARLIE BALDI, CECW-EP, 202-761-4531

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NOTES FOR SPECSINTACT/WORDSPEC USERS

Both editors serve important purposes for SPECSINTACT, however SPECSINTACT users should be aware that WordSpec was designed as an alternate SPECSINTACT Editor, and not as a substitute for the SPECSINTACT software.

WordSpec limitations include the inability to use Tailoring Options, or any other feature that requires more than two Word styles to be active at one time. For those using WordSpec as a stand-alone application the following is essential to read.

WordSpec is an add-in for Microsoft Word that gives SPECSINTACT users the ability to edit their SPECSINTACT Job specifications in Word. After Jobs are created in SPECSINTACT, specifications are converted from SPECSINTACT format into Word format for editing, and then back to SPECSINTACT format for processing and reporting. WordSpec is not a stand-alone application, but rather is an integral part of the SPECSINTACT software.

WordSpec does not support the use of Tailoring Options, and may be unsuitable for other upcoming SPECSINTACT features. Before a specification can be edited in WordSpec, WordSpec will first need to remove all Tailoring Option mark-up. WordSpec will accomplish this by prompting the user to select the Tailoring Options to be deleted from the specification. These Tailoring Options will then be removed, along with any remaining Tailoring tags in the document. Thereafter, the specification will have no Tailoring Option information available, either while being edited in Word, or after being converted back to SPECSINTACT format.

Because of this limitation, and the potential for other similar limitations in the future, WordSpec should not be used for Master text preparation. Master text preparers are strongly discouraged from using it to create or edit specifications.

More information about SPECSINTACT and WordSpec can be found at the SPECSINTACT web site, <http://si.ksc.nasa.gov/specsintact>.

POC: CHARLIE BALDI, CECW-EP, 202-761-4531

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DESIGN AND IMPLEMENTATION OF A COMPREHENSIVE GEOTECHNICAL DATABASE

The objective was to develop a format for a comprehensive geotechnical database combining the power of interactive computer technologies with geotechnical expertise and knowledge of how data are used in practical engineering decisions. Optimize data analysis and visualization options by interfacing a geographic information system (GIS), the Dept. of Defense Groundwater Modeling System (GMS), Environmental Quality Information System (EQuIS), gEOTECHNICAL INTEgrator (gINT), and the Internet. Build a geotechnical database for the USAE District, Jacksonville that will support a wide range of Corps activities including wetland evaluation and restoration, hydrogeologic studies, groundwater and surface water modeling, and infrastructure construction and rehabilitation. Create optimal accessibility via Internet using a Web-based GIS. Maintain Corps leadership in engineering application and quality

control of geotechnical data, and provide interagency access through coordination with the United States Geological Survey (USGS) and the South Florida Water Management District.

The problem was to insure that engineering and environmental decisions in the 21st century were grounded on knowledge of the subsurface gained through decades of geotechnical exploration. The wealth of geotechnical data, most of which are in cumbersome paper formats, can be used only if it is accessible through a computer-based system, ready for application in a variety of software packages to address specific geotechnical and environmental problems, and easily and frequently updated.

An area of Dade County, Florida, was selected by Jacksonville District to demonstrate the application of advanced computer technology in the construction of a comprehensive geotechnical database. Map output is displayed in three coordinate systems, Universal Transverse Mercator (UTM), Florida State Plane, and Latitude / Longitude showing the location of the wells and borings included in the database. Digital maps are displayed and manipulated using ArcView 3.2, a Microsoft Windows-based GIS. Geotechnical data were gathered from the Florida Geological Survey, the USGS, the Metropolitan Dade County, Florida Environmental Resources Management office, and the Florida Dept. of Transportation. Lithologic data were entered into EQUIS Geology 2.2 because it combines subsurface data into a single management system and interfaces easily with GMS, ArcView, Surfer, and LogPlot98. The data may be easily imported to gINT. Available geotechnical data for any well or boring can be viewed and utilized. A live-link to the Internet provides real-time input of water levels from an observation well network in southern Florida. Development of this prototype provides a basis for inclusion of a much larger area into a comprehensive geotechnical database and future implementation of a Web-based GIS.

Products from the database include a report describing the procedures used to set up the database and the geotechnical data for the test area, and extensive on-line information.

POC'S: DR. JAMES H. MAY, CEERD-GG, 601-634-3395
AND MAUREEN K. CORCORAN, CEERD-GG, 601-634-3334

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Architect's Forum

PUBLIC ARCHITECTS TRAINING WORKSHOP

The American Institute of Architects, the AIA Federal Agency Liaison Group, the AIA Government and Industry Affairs department, and the AIA Public Architects Professional Interest Area Knowledge Center are jointly sponsoring the first annual *Public Architects Training Workshop*. This daylong event is to be held on 3 May 2000 in conjunction with the AIA National Convention and Exposition, at the Pennsylvania Convention Center, Philadelphia, PA.

This unprecedented gathering of *public sector architects*, representing local, state, federal and foreign governments, will meet for the purpose of discussing mutual issues and concerns with the business, profession and practice of public architecture. The workshop program will offer nationally prominent speakers, interactive educational, and individual breakout sessions. Topics include the state of the public architect, project delivery and contracting methods, project financing (including public-private partnerships), applying sustainable design to public projects, physical security, and more.

Included in the workshop fee of \$195.00 will be complimentary registration to the AIA National Convention and Exposition, 4-6 May 2000, which will focus on "Livable Communities for American's Future." The AIA convention provides an excellent forum for public/private networking, the privilege to attend any of the over 160 professional training seminars, and the opportunity to view the latest products, services and technologies of over 500 exhibitors.

To ensure a comprehensive and equally informative experience for all we are soliciting additional topics and recommendations. To this end we would like to hear from you as soon as possible but no later than 10 January 2000. Please respond to the workshop planning committee chairperson, Mr. Lawrence P. Delaney, AIA, at lawrence.p.delaney@usace.army.mil. Indicate the topic(s) you would like to see presented, and if you are interested in making a presentation or assisting in some manner with the workshop. The success of this important initiative is dependent on the full participation and support of all public architects.

For more information on the workshop, convention, and to register contact Mr. Stan Bowman, (202) 626-7461 or e-mail bowmans@aiaemail.aia.org. Also visit AIA online at www.aiaonline.com and AIA Philadelphia at www.libertynet.org/aia.

In a related matter of great importance to public sector architects the AIA Board of Directors, at their December meeting, approved a recommendation to offer full-time government architects a 50% reduction in national dues and an exemption from the advertising assessment. Additionally, AIA will encourage state and local components to offer similar dues reductions. Ultimately, the proposal will be voted on at the convention in May.

POC: LAWRENCE P. DELANEY, AIA, CEMP-E, 202-761-1545

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Training

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Open Discussion and Comments

MEMBERSHIP ON SPECIFICATIONS STEERING COMMITTEE

The following comment was received from George Baker in the South Atlantic Division:

COMMENT:

"It was interesting to note that this (December 1999) issue of the E&C News highlighted Specifications. When they started the specifications steering committee, I made the following observation to our representative, Tim Pope."

"The primary organizational element responsible for the interpretation and enforcement of contract specifications is Construction. The steering committee is made up entirely of Engineering personnel. It doesn't make sense not to have equal representation from construction."

"Even though Mr. Pope agreed, apparently nothing was done as the committee is still made up entirely of Engineering personnel."

"Don't know what you can do about it, except maybe to pass this observation along to the powers that be."

RESPONSE:

"HQUSACE does not specify or control who is on the Specification Committee. The MSC selection process is left to the MSC to appoint their most knowledgeable specification person. District members are then selected by the MSC members by reviewing the resume of nominees who have indicated to the MSC member their interest in becoming a Committee member. CESAD can appoint whomever they feel is the best person to serve on the specification committee."

POC: CHARLIE BALDI, CECW-EP, 202-761-8894

(Editors' note: If you want to share your thoughts with our readers regarding a subject of general interest, send an email to the E&C News editor at charles.pearre@usace.army.mil. A synopsis of your comments will be published next time).

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Editors' Notes

SUBSCRIBE TO ECNEWS

Engineering and Construction News uses a subscription list on the Corps List Server. The name of the list is LS-ECNEWS. The purpose of the list is to distribute the Civil Works and Military Programs Engineering and Construction community newsletter, *Engineering and Construction News*.

You can subscribe or unsubscribe to LS-ECNEWS by sending an e-mail message to majordomo@usace.army.mil with no subject line and only a single line of text in the message body. That single line of text should have the following format: **subscribe ls-ecnews** or **unsubscribe ls-ecnews**. The List Server system will automatically pick up your originating e-mail address from the message and add it to or delete it from the distribution list.

If you have any questions about the list server, see the List Server E-Mail Delivery System web page at <http://eml01.usace.army.mil/other/listserv.html>. Or you may contact either Denise Massihi or Charles Pearre if you have additional questions on the subscription list.

POC: CHARLES PEARRE, CECW-EP, 202-761-4531

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